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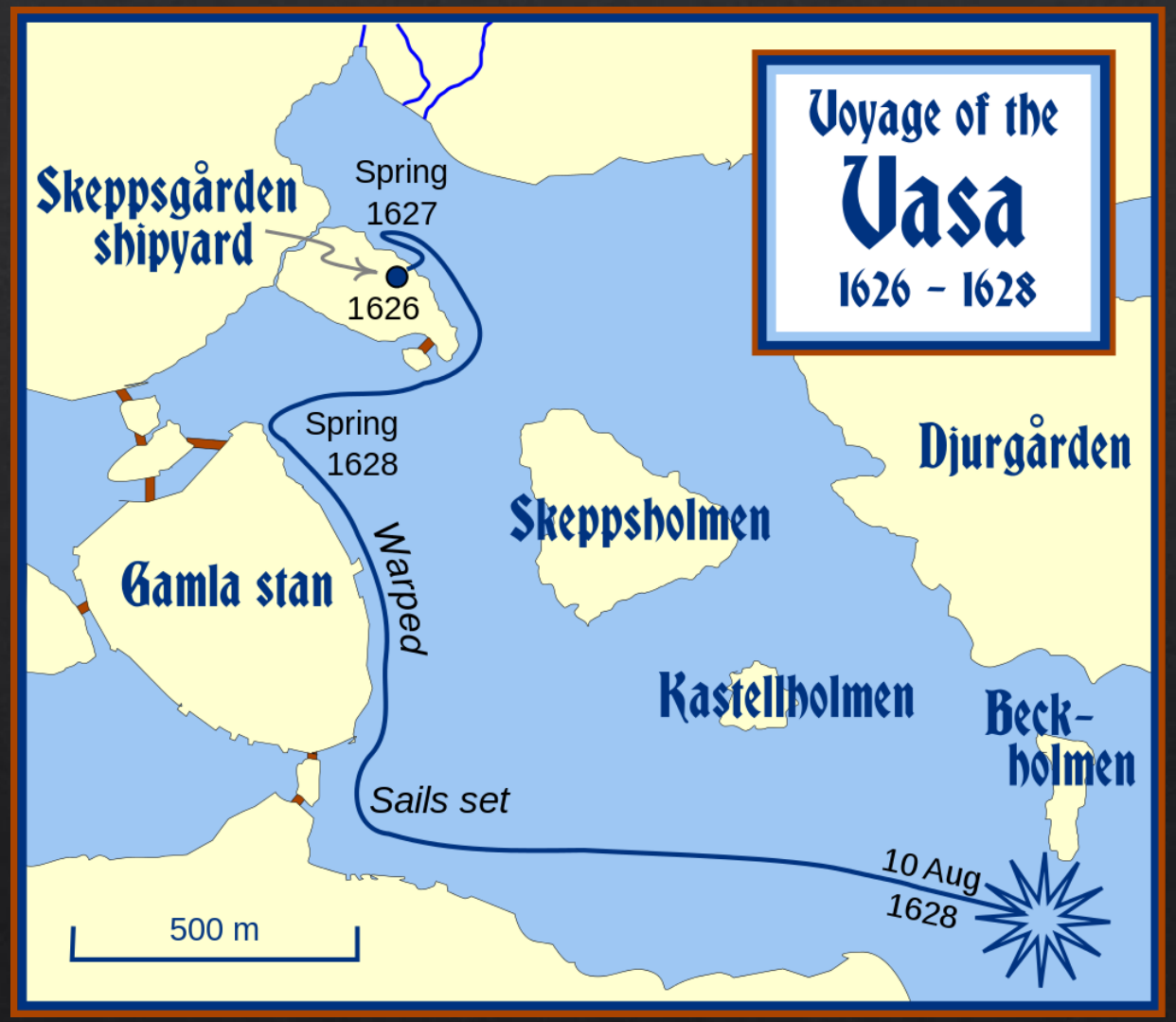
Vasa

Maiden voyage

On 10 August 1628, Captain Söfring Hansson ordered Vasa to depart on her maiden voyage to the naval station at Älvsnabben. The day was calm, and the only wind was a light breeze from the southwest. The ship was warped (hauled by anchor) along the eastern waterfront of the city to the southern side of the harbor, where four sails were set, and the ship made way to the east. The gun ports were open, and the guns were out to fire a salute as the ship left Stockholm.



Master Henrik never saw Vasa completed; he fell ill in late 1625, and by the summer of 1626 he had handed over supervision of the work in the yard to another Dutch shipwright, Henrik "Hein" Jacobsson. He died in the spring of 1627, probably about the same time as the ship was launched.

https://en.wikipedia.org/wiki/Vasa_(ship)#/media/File:Vasa_stern_color_model.jpg

Construction

Just before Vasa was ordered, Dutch-born Henrik Hybertsson ("Master Henrik") was shipwright at the Stockholm shipyard. On 16 January 1625, Master Henrik and business partner Arendt de Groote signed a contract to build four ships, two with a keel of around 135 feet (41 m) and two smaller ones of 108 feet (33 m).

Master Henrik and Arendt de Groote began buying the raw materials needed for the first ships in 1625, purchasing timber from individual estates in Sweden as well as buying rough-sawn planking in Riga, Königsberg (modern Kaliningrad), and Amsterdam. As they prepared to begin the first of the new ships in the autumn of 1625, Henrik corresponded with the king through the Vice Admiral Fleming about which ship to build first.

https://commons.wikimedia.org/wiki/File:Warship_vasa_in_its_steam_chemical_treating_building_will_preserve_the_wood,_1.jpg

Av L-BBE, CC BY 3.0, https://commons.wikimedia.org/w/index.php?curid=56598202

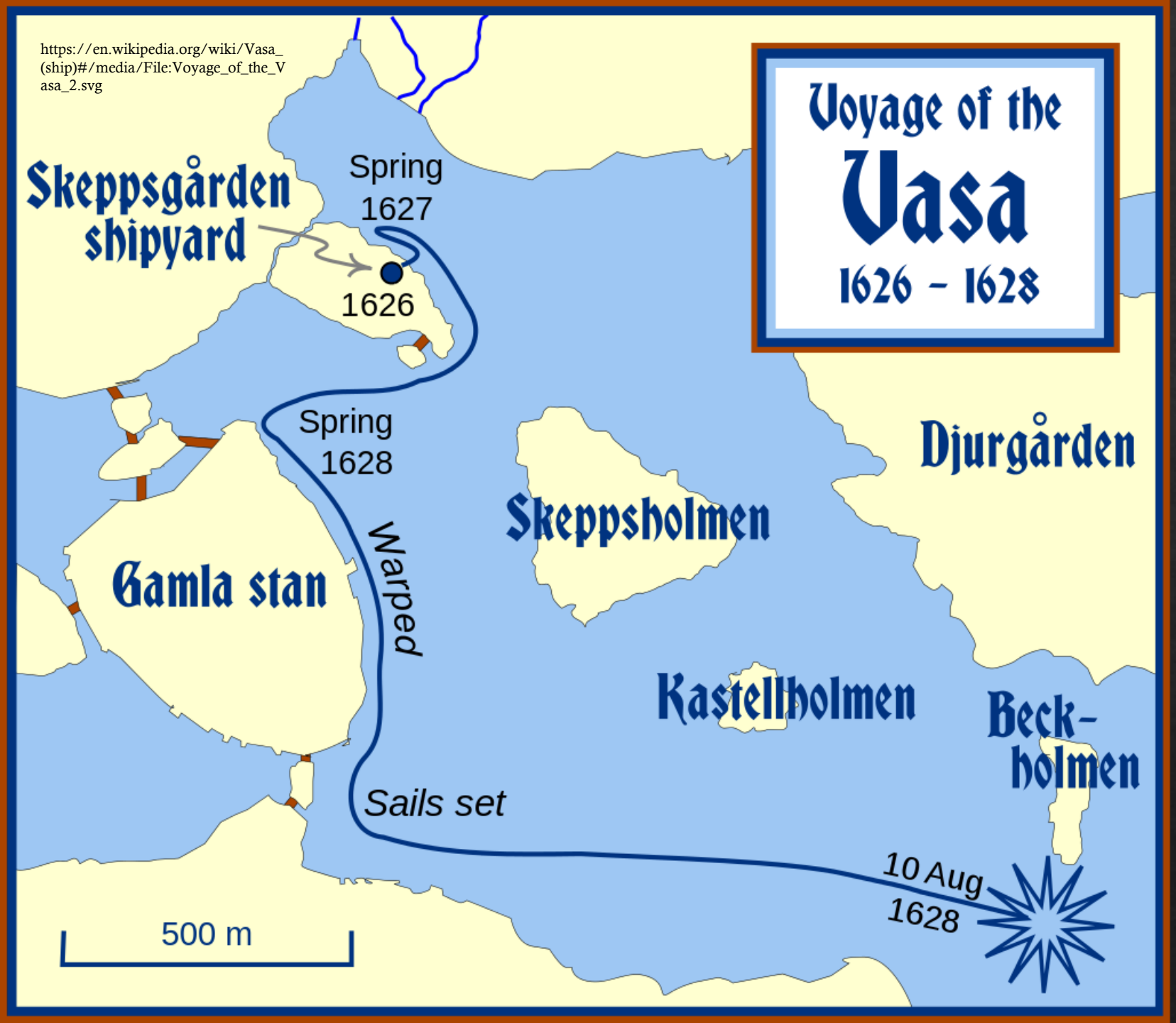
https://commons.wikimedia.org/wiki/File:Vasa_above_bow1.jpg

Vasa bryter vattenytan mellan de två bärgningspontonerna Oden och Frigg. År 1961

The order to sail was the result of a combination of factors. The king, who was leading the army in Poland at the time of her maiden voyage, was impatient to see her take up her station as flagship of the reserve squadron at Älvsnabben in the Stockholm Archipelago. At the same time the king's subordinates lacked the political courage to openly discuss the ship's problems or to have the maiden voyage postponed. An inquiry was organised by the Swedish Privy Council to find those responsible for the disaster, but in the end no one was punished.

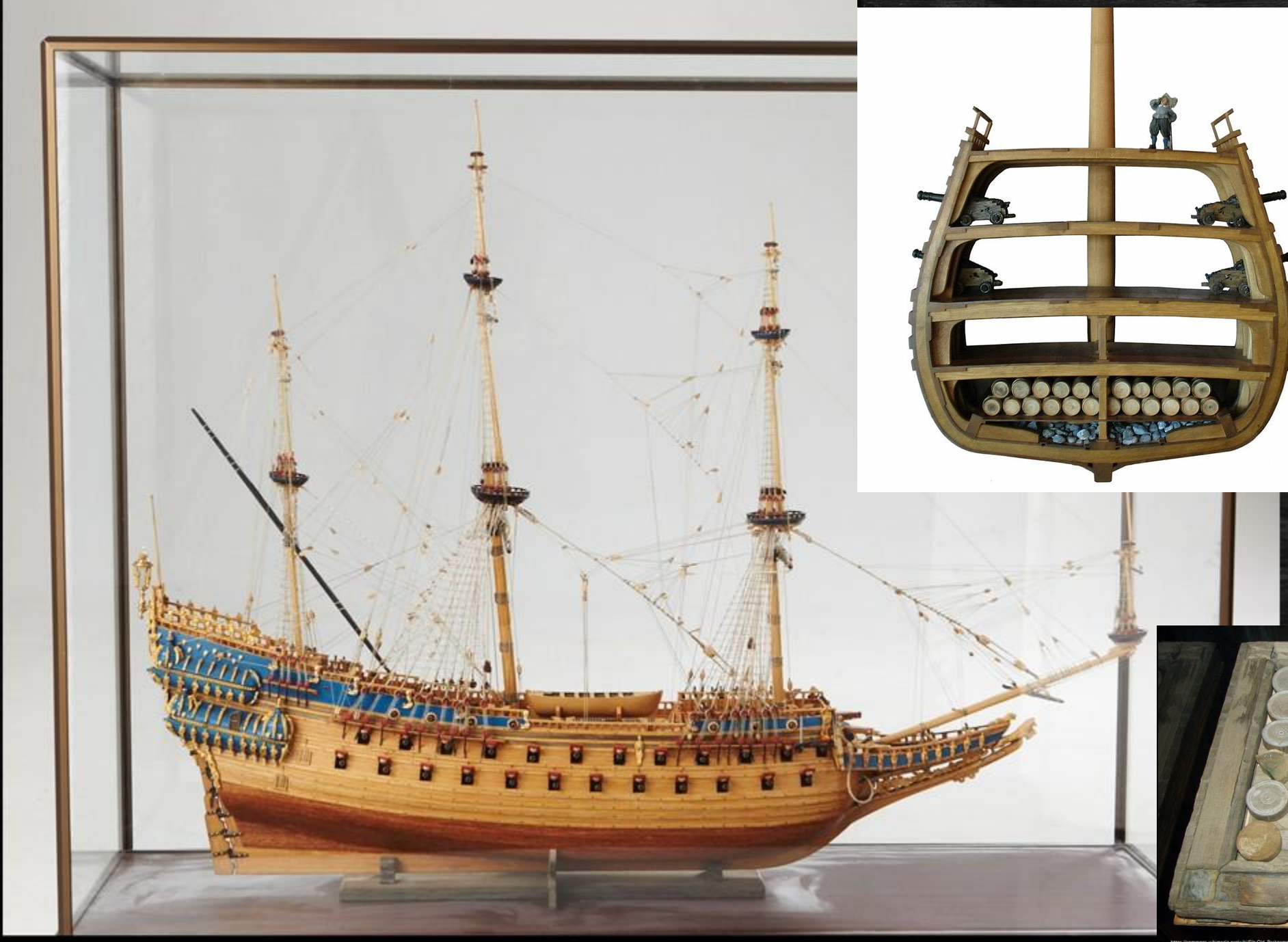
The Vasa ship had a crew of 133 people. The remains of 15 people, both men and women, have been found in the wreck. Women could accompany their husbands and without being employed by the navy.

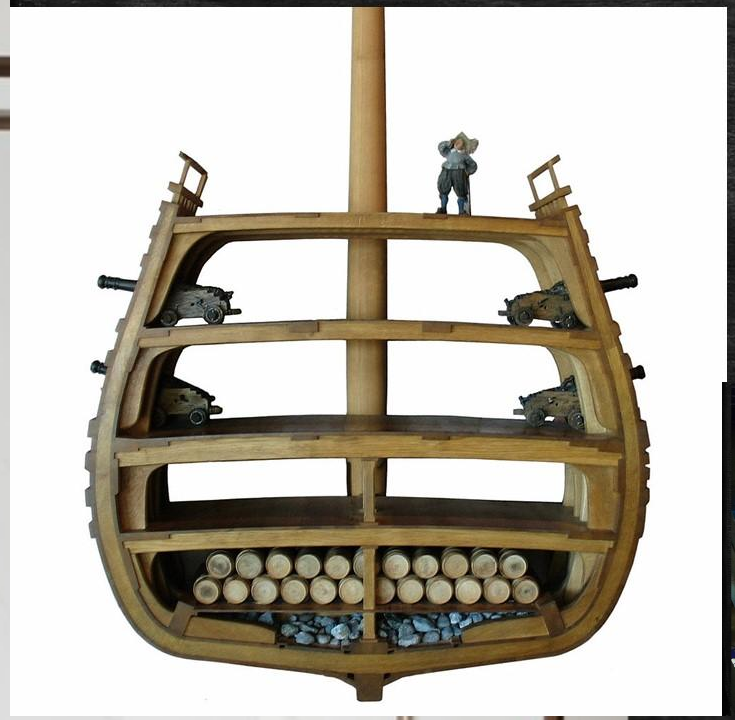
As Vasa passed under the lee of the bluffs to the south (what is now Södermalm), a gust of wind filled her sails, and it heeled suddenly to port. The sheets were cast off, and the ship slowly righted herself as the gust passed. At Tegelviken, where there is a gap in the bluffs, an even stronger gust again forced the ship onto its port side, this time pushing the open lower gunports under the surface, allowing water to rush in onto the lower gundeck. The water building up on the deck quickly exceeded the ship's minimal ability to right itself, and water continued to pour in until it ran down into the hold; the ship quickly sank to a depth of 32 m (105 ft) only 120 m (390 ft) from shore.



Central Stockholm and the movements of Vasa from Skeppsgården ('navy yard') to the anchoring place near the old royal castle where it was fitted and armed in the spring of 1628, and finally the location where it foundered and sank.

Survivors clung to debris or the upper masts, which were still above the surface, to save themselves, and many nearby boats rushed to their aid, but despite these efforts and the short distance to land, 30 people perished with the ship, according to reports. Vasa sank in full view of a crowd of hundreds, if not thousands, of mostly ordinary Stockholmers who had come to see the great ship set sail. The crowd included foreign ambassadors, in effect spies of Gustavus Adolphus' allies and enemies, who also witnessed the catastrophe.





En modell som visar Vasas skrovprofil och den huvudsakliga däckstrukturen.

Ett brädspel hittat på Vasa, inklusive tillhörande spelpjäser och tärningar.

Vasa's port bow

https://en.wikipedia.org/wiki/Vasa_(ship)#/media/File:The_Vasa_from_the_Bow.jpg

Surviving crew members were questioned one by one about the handling of the ship at the time of the disaster. Was it rigged properly for the wind? Was the crew sober? Was the ballast properly stowed? Were the guns properly secured? However, no-one was prepared to take the blame. Crewmen and contractors formed two camps; each tried to blame the other, and everyone swore he had done his duty without fault and it was during the inquest that the details of the stability demonstration were revealed.

In the end, no guilty party could be found. The answer Arendt de Groote gave when asked by the court why the ship sank was "Only God knows". Gustavus Adolphus had approved all measurements and armaments, and the ship was built according to the instructions and loaded with the number of guns specified. In the end, no-one was punished or found guilty for negligence, and the blame effectively fell on Henrik Hybertsson.

https://en.wikipedia.org/wiki/Vasa_(ship)#/media/File:Vasa_D81_2634_(45754508634).jpg

https://en.wikipedia.org/wiki/Vasa_(ship)#/media/File:Vasa-lower_gun_deck-2.jpg

Azurit
Azurite
Kopparblått
Azurite blue
Koppargrönt
Malachite
MINERALISKA PIGMENT
MINERAL PIGMENTS
Lapislazuli
Lapis lazuli
Malachit
Malachite
Cinnober
Cinnabar
Röd okra
Red ochre
Gul okra
Yellow ochre
Gul jordfärg
Yellow earth
Bensvart
Bone black
Kol
Charcoal
Kopparoxid
Copper oxide
ORGANISKA PIGMENT
VEGETABILA IVRÄ
Alizarin
Alizarin
Indigo
Indigo
Vitt bly
White lead
Zinkvitt
Zinc white
Blyoxid
Lead oxide
SYNTETISKA PIGMENT
ARTIFICIAL PIGMENTS
Kromgul
Chrome yellow
Kobaltblått
Cobalt blue
Ultramarin
Ultramarine

https://en.wikipedia.org/wiki/Vasa_(ship)#/media/File:Vasa-knightheads.jpg

Two of the knightheads, posts used to fasten ropes, on the weather deck. The details of carved heads have been eroded almost beyond recognition by the currents of Stockholms ström.

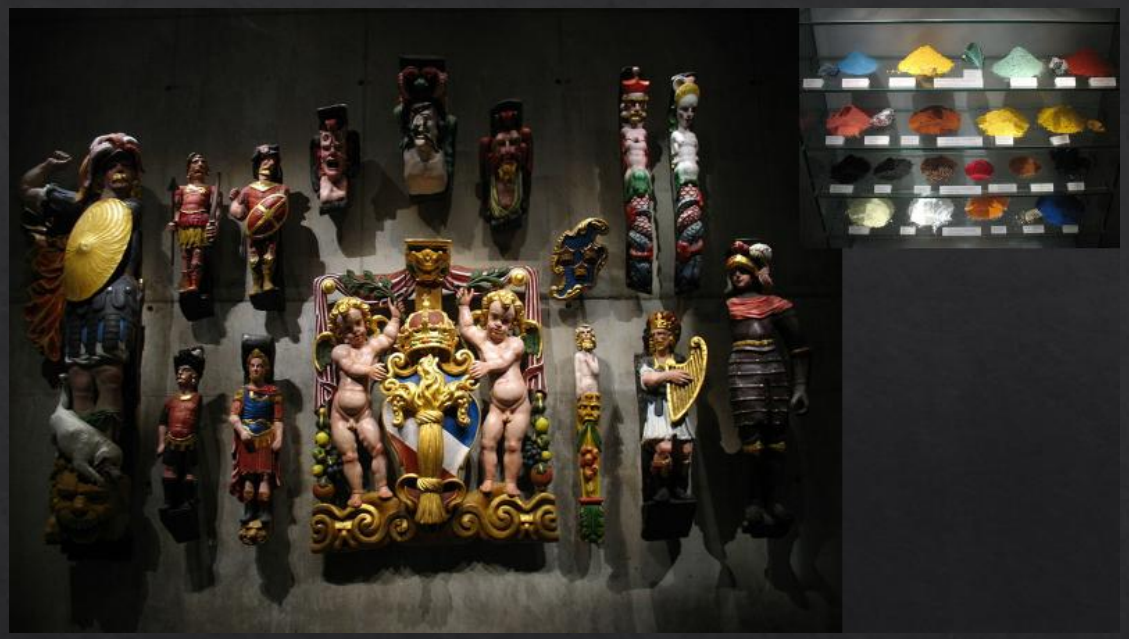
A man was found who was between 40 and 50 years old. He had several different injuries. A healed injury to his skull. From a sharp object. He had a healed fracture on his thigh bone.

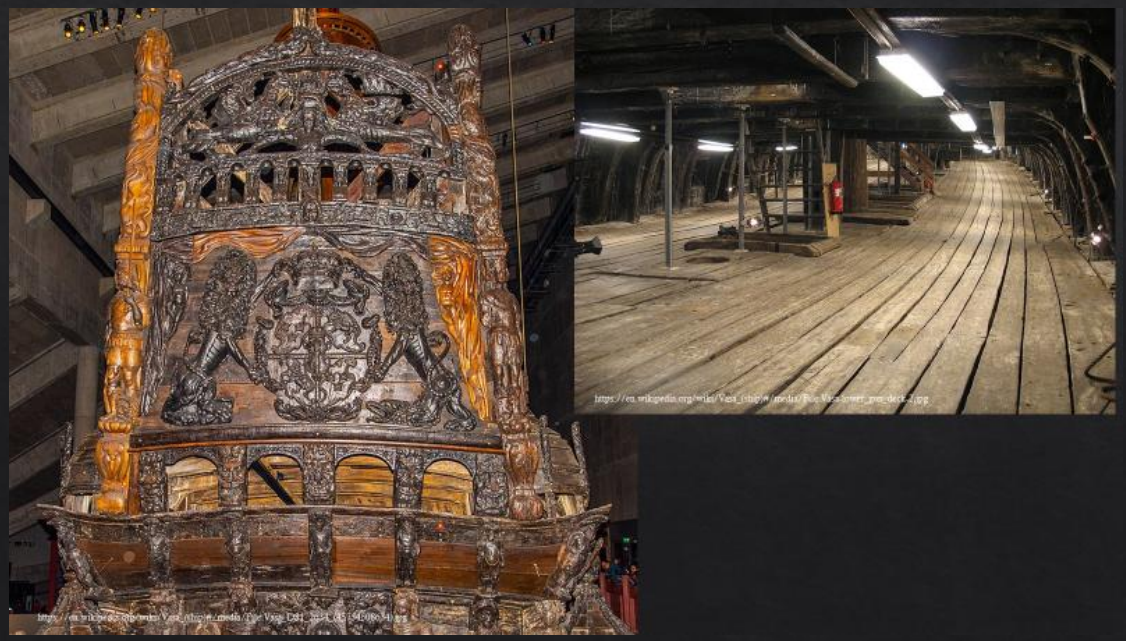
https://en.wikipedia.org/wiki/Vasa_(ship)#/media/File:Vasa_above_bow1.jpg

The preserved Vasa in the main hall of Vasa Museum seen from above the bow.

Until the early 17th century, the Swedish navy was composed primarily of small to medium-sized ships with a single gundeck, normally armed with 12-pounder and smaller cannons; these ships were cheaper than larger ships and were well-suited for escort and patrol. They also suited the prevailing tactical thinking within the navy, which emphasised boarding as the decisive moment in a naval battle rather than gunnery. The king, who was a keen artillerist, saw the potential of ships as gun platforms, and large, heavily armed ships made a more dramatic statement in the political theater of naval power. Beginning with Vasa, he ordered a series of ships with two full gundecks, outfitted with much heavier guns. Five such ships were built after Vasa (Äpplet, Kronan, Scepter and Göta Ark) before the Privy Council cancelled the orders for the others after the king's death in 1632.

The sculptures are carved out of oak, pine or linden, and many of the larger pieces, like the huge 3-metre (10 ft) long figurehead lion, consist of several parts carved individually and fitted together with bolts. Close to 500 sculptures, most of which are concentrated on the high stern and its galleries and on the beakhead, are found on the ship. The figure of Hercules appears as a pair of pendants, one younger and one older, on each side of the lower stern galleries



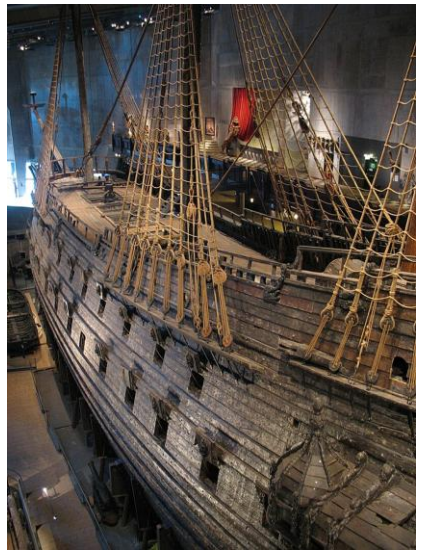


Vasa rediscovered

In the early 1950s, amateur archaeologist Anders Franzén considered the possibility of recovering wrecks from the cold brackish waters of the Baltic because, he reasoned, they were free from the shipworm Teredo navalis, which usually destroys submerged wood rapidly in warmer, saltier seas. Franzén had previously been successful in locating wrecks such as Riksäpplet and Lybska Svan, and after long and tedious research he began looking for Vasa as well. He spent many years probing the waters without success around the many assumed locations of the wreckage. He did not succeed until, based on accounts of an unknown topographical anomaly just south of the Gustav V dock on Beckholmen, he narrowed his search. In 1956, with a home-made, gravity-powered coring probe, he located a large wooden object almost parallel to the mouth of dock on Beckholmen. The location of the ship received considerable attention, even if the identification of the ship could not be determined without closer investigation. Soon after the announcement of the find, planning got underway to determine how to excavate and raise Vasa. The Swedish Navy was involved from the start, as were various museums and the National Heritage board, representatives of which eventually formed the Vasa Committee, the predecessor of the Vasa Board.

During the 1961 recovery, thousands of artifacts and the remains of at least 15 people were found in and around the Vasa's hull by marine archaeologists. Among the many items found were clothing, weapons, cannons, tools, coins, cutlery, food, drink and six of the ten sails. The artifacts and the ship herself have provided scholars with invaluable insights into details of naval warfare, shipbuilding techniques and everyday life in early 17th-century Sweden.

Carl Gustaf Anders Franzén, born 23 July 1918 in Stockholm, died 8 December 1993 in Stockholm, was a Swedish marine engineer and amateur researcher, professor's name in 1992. In 1956 he located the sunken royal ship Vasa, which was salvaged in 1959–1961. He has also been involved in searching for other ships, such as the Kronan, the Royal ship Riksäpplet, the Traveling Man and the Lybska Svan.



Anders Franzén

Vasaskeppet flyttas
till Vasamuseet
1988

Foto: Höglund, Terttu Nordiska museet

Foto: Höglund, Terttu Nordiska museet

Foto: Höglund, Terttu Nordiska museet

https://commons.wikimedia.org/wiki/File:Vasamuseet_2008.jpg

Vasa Museet

Former Vasa Museum Director Jervon(left) explaining aspects of the sinking of the ship to then US Defense Secretary William Cohen (centre) and Swedish Defense Minister Björn von Sydow (right).

The Japanese sightseeing ship on Lake Ashi inspired by Vasa.

The Vasa ship had a crew of 133 people.
The remains of 15 people, both men and women, have been found in the wreck. Women could accompany their husbands and without being employed by the navy. Filip was 20 to 21 years old when he died. He was found near the mainmast at the steering position on the ship. The location was right next to the officers' cabin.

Filip was found under a carpenter's bench. He was found near a staircase leading up to the deck. Gertrud was found nearby. Gertrud was blonde and blue-eyed. She was about 160 centimeters tall. A red wedge cap was found nearby. She was probably a boatswain's wife and had given birth, and had wear and tear on her back from hard physical work. According to the facts, there were children on board, but no remains have been found.

Helge was found on the same deck on the port side of the deck. He was found with his feet under a gun carriage. He ended up on his side. Helge was about 35 years old when he died. He had a knife with him and a purse with 33 coins. The value in coins was 28 öre. The coins weighed almost a kilo. Helge wore shoes made of bark and elk skin. He had a shirt mended with a piece of cloth and his trousers had a tear.

A man was found who was between 40 and 50 years old.
He had several different injuries. A healed injury to his skull. From a sharp object. He had a healed fracture on his thigh bone.
Ivar was between 30 and 50 years old and was found under the battery deck. Nearby was a chest with 982 copper coins. A lantern was also found nearby. A musket and a powder horn were also found next to Ivar.

Filip

Helge

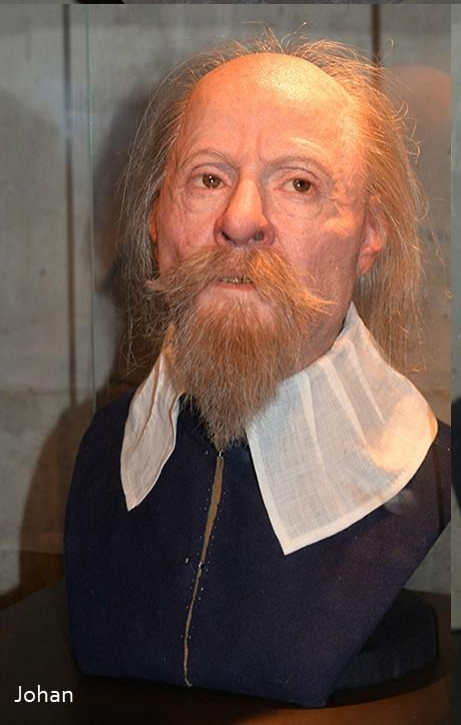
Gustav

Av Peter Isotalo - Eget arbete, CC BY 3.0, https://commons.wikimedia.org/w/index.php?curid=4370666

Normalt 437 man i besättning

3 officerare
12 underbefäl
12 hantverkare
90 båtsmän
20 artellerister
300 soldater

En modell i skala 1:10 av Vasa på Vasamuseet. Akterspegeln är målad i det man idag anser var originalfärgerna.



Johan

Adam

några rekonstruktioner för att illustrera hur några personer kan ha sett ut innan de dog.

Anders Franzén (till vänster) och intendent Gösta Webe (till höger) vid bärgningen av Vasa. År 1961

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